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Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,713 號三十七年四月一第一 日三月初五年壹十三號光 HONG KONG, MONDAY, JUNE 5TH, 1905. 壹月五六年五零九千一英港香 號五月六日五零九千一英港香 PRICE, \$3 PER MONTH.

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THE HONGKONG DISPENSARY.

[a1342]

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PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

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SHEWAN, TOWNS & CO.,
General Managers.

Hongkong, 1st March, 1905. [a136]

LA COMPETIDORA ORIENTAL
CIGAR FACTORY.

FACTORY: 32 MACDONELL ROAD, KOWLOON.

OFFICE: 34 QUEEN'S ROAD CENTRAL.

ALL OUR CIGARS ARE PREPARED
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especially engaged for our factory and are made
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under the direct supervision of our Tobacco
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If your tobacco cannot supply you with our
make please apply to us.

Special terms to Clubs and Messes.

Discounts on orders from Coast and other ports.

AGENTS WANTED.

J. C. DOS REMEDIOS & CO.

Hongkong, 9th May, 1905. [a138]

NOTICE.

THE TERMINUS STORES,
GENERAL STOREKEEPERS, COMPADEOLES,
COMMISSION AGENTS.

MOST respectfully beg to inform the

Public that they have opened a Store

in this Colony at Nos. 60 and 61, ELGIN

ROAD, KOWLOON, under the Style of the

Terminus Stores and are prepared to accept all

kinds of orders, which will be attended to and

executed in the shortest time, and earnestly hope

to be favoured with the kind Patronage of the

Public.

Hongkong, 9th March, 1905. [a139]

NOTICE.

GEO. FENWICK & CO., LTD.

ENGINEERS AND SHIPBUILDERS

THIS Old Established Firm especially

Caters for Ship and Engine Repairing.

The Works may be reached in 10 minutes from

Blake Pier by Rickshaws or Electric Tram.

Launches will call alongside vessels in the

harbour flying the Cali Flag E.

Telephone 142.

Hongkong, 2nd January, 1905. [a140]

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for SIEMSSSEN'S CRUSTLESS DUTCH in

it comes full size.

After the CHIC CREAM CHEESE in 1 kilo tins.

etiquette of all dealers.

Hongkong, 27th May, 1905. [a141]

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good THE AMERICAN SYSTEM

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DR. M. H. CHAUN.

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the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. [a142]

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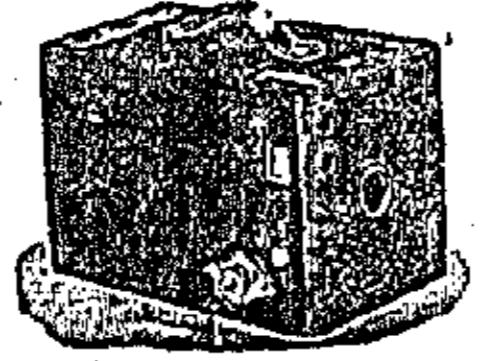
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17, QUEEN'S ROAD CENTRAL.

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NEXT DOOR to our Former Address.

Hongkong, 15th August, 1904. [a144]

DR. MORSE'S INDIAN ROOT PILLS
CURE INDIGESTION AND ALL STOMACH AND
BOWEL TROUBLES.

SHERRILLS FORD, N. C.

July 3, 1903.

W. H. COMSTOCK CO.

Gentlemen: I have used Dr. Morse's INDIAN ROOT PILLS for a case of dyspepsia and indigestion of long standing, and about three-fourths of a box completely cured the trouble, after several other popular remedies failed. I consider them worth their weight in gold.

Very truly,

D. E. WILSON.

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APOTHECARY HALL, HONGKONG. [a145]

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SOLE AGENTS

15, QUEEN'S ROAD CENTRAL,
Hongkong, 29th April, 1905. [a146]

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LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

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" * * * - 20.00

" * * - 16.75

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JOHN WALKER - 12.50

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ALL NEW GOODS IN STOCK.

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Hongkong, 27th May, 1905. [a147]

W. BREWER & CO.

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[33]
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No anonymously signed communications that have
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The Daily Press.

HONGKONG, JUNE 5TH, 1905.

NOTHING more clearly shows the aptitude of the Chinese for Commerce than that they contrive to carry on an enormous trade under the vexatious restrictions which are placed upon business of all kinds by their own Government. They contrive to traffic successfully under restrictions such as would be sufficient to crush trade entirely with any less energetic and less adaptable people. The cumbersome system of internal duties which, despite all remonstrances, continues to prevail, is sufficient to restrict trade to its lowest limits. This has been for years past recognised, but no one has yet been able to find a means of putting an end to the system, which is as much part of the "fiscal policy" of China as "free imports" are considered to be of that of Great Britain. Mr. BYRON BRENNAN, who gave a lecture some time back at the Society of Arts on our commercial prospects in the Far East, dealt fully with this vexed question, which was, of course, familiar to him from his experience as Consul at Shanghai. His view was that our chief hope for the future rested

on not our Government obtaining for British subjects more facilities or so-called privileges than they already enjoyed under existing treaties, but rather on utilising every opportunity that presented itself for inducing the Chinese Government to give its own subjects a fair chance by granting them full liberty to improve their position and grow rich. Of the measures that would have the greatest effect on the material prosperity of China, he thought the first would be the total abolition of every form of internal taxation on merchandise, while the second would be improved means of communication. That this view of the subject is sound, very few who are practically acquainted with China will be disposed to deny. The question,

however, is how is this to be done? There are unfortunately only too many opportunities of representing to the Chinese Government that they should give their people a chance, but it is quite another thing to "induce" them to do so. The attempt has been made in a number of ways over and over again, but it has always failed; and it is to be feared this will continue to be the state of things until some great financier can devise means of doing away with the internal dues, or at least placing them upon a reasonable footing. The problem, however, is one that is by no means easy of solution. The Provincial Revenues are so largely dependent upon this form of taxation that to do away with it suddenly would be manifestly an injustice to the Governors or Vice-roys of the Provinces, who may be pardoned if they exert all their influence to prevent any such measures being taken. These high officials are responsible for the conduct of affairs within their own Provinces and it would be a very severe step to interfere with the most important matter connected with their administration, namely, the recognised sources of their revenue. This could only be done by the Imperial authorities; and it is a difficult problem how it can be effected by them. The moment the subject is touched, direct conflict of interest between the Imperial and the Provincial Authorities has to be faced; and it is not to be expected that on one side can absolutely dictate to the other upon a matter such as this. If the Peking authorities take any measure dealing with the levy of internal dues by the Provincial officials the latter may reasonably refuse to pay as large an amount as before to the Imperial Revenue, and it is open to them with a great deal of plausibility to represent that it may be impossible for them to maintain order in their Provinces if they are interfered with in so important a point as the levy of local Revenue. The question, whenever raised, is thus one of considerable complication. Even where the authorities at Peking have by Treaty declared that goods shall be free from internal dues, it has been found that modes are discovered by which this can be evaded. The stipulation holds good as long as the cargo is in foreign hands, but as soon as it passes into those of the natives, it is not difficult to find means of raising the customary internal dues upon it. Mr. BYRON BRENNAN is, no doubt, correct in the suggestion which he made; but the great difficulty is how to carry it out. To do so effectively nothing less than a radical change in the whole system of Government in China would be required. The independent action of Provincial authorities would have to be to some extent restricted; and that of the Central authority at Peking increased. This, it is clear, must be a matter of great difficulty and can scarcely be looked for as within any "measurable distance of practical politics." Something might possibly be done to bring about an understanding between the Provincial and Central authorities to their mutual advantage and also to the benefit of the epidemic has been viewed by the people.

At noon on Saturday, the number of plague cases recorded was 116.

Messrs. Hughes and Hough report coal still dearer, one or two dollars a ton higher than it was a fortnight ago.

Lieutenants J. W. L. Oliver and J. D. Danby have resigned their commissions in the H.K.V.C., and Sergeant G. F. Hutton Pitts has been promoted to Lieutenant.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st May, 1905, as certified by the managers of the respective banks are as follows:

Bank	Average	Reserve
Chartered Bank	\$ 3,290,310	\$ 2,300,000
H. & S. Bank	15,567,847	11,000,000
National Bank	135,719	100,000
Total	\$ 18,963,876	\$ 13,300,000

THE "TRAVANCORE."

The ship *Travancore* went ashore on Fokoi Point on Thursday, where she was abandoned. The tug *Robert Cooke*, however, salved the ship and towed her into Harlow Bay on Saturday. An enquiry will probably be held.

PLAQUE AT HONGKONG.

ANNUAL REPORT OF ACTING M.O.H.

The report of the Acting Medical Officer of Health on the epidemic of plague in the Colony during 1904 appears in the current *Government Gazette*. This period chiefly dealt with as covering the epidemic extends from the beginning of the year to the end of July. Here are extracts from the report:

Although there were thirty-eight cases of plague between the end of July and the end of the year, the period dealt with includes practically the whole of the time when the disease was epidemic and I did not think it advisable, on taking up the work on my return from leave to re-write the part dealing with the statistics relative to mortality, age and sex incidence and the dumping of bodies, as this would have entailed considerable delay.

During the months of January to July inclusive there were 472 known cases of plague.

With the exception of the years 1895 and 1897 when there were only 44 and 21 cases respectively for the whole years, the figures for 19.4 are the lowest the Colony has yet experienced.

It is remarkable that during this year the disease has confined itself to Chinese (470 cases) and Indians (2 cases).

This has undoubtedly had some effect in raising the general death-rate for the disease this year, the low European death-rate and the comparatively low rate for other nationalities during last year having had a great effect in lowering the general death-rate. But notwithstanding this the mortality rate has been higher amongst Chinese this year than last.

The total death-rate for the epidemic is 96.8 per cent, as compared with 88.4 per cent. last year. Compared with 1902, however, this year's rate is very slightly lower.

The following are the death-rates for each epidemic since 1891:

1891 1896 1898 1899 1900 1901 1902 1903 1904

92.7 89.5 89.0 96.1 95.5 95.2 97.5 88.4 96.8

It is worthy of remark that, during the years 1902 and 1904 when the epidemic has been mild, the mortality rates should have been the highest two recorded. It is very difficult to suggest any reason for this.

It is certain that the epidemic of this year has been much milder when compared with the year 1903 than the figures for the total recorded cases in this years would lead one at first sight to believe.

Last year when the epidemic was at its height there was almost a panic amongst the Chinese and in consequence the exodus from the Colony on the least feeling of illness was very great.

This year, on the other hand, has been remarkable for the quiet way in which the presence of the epidemic has been viewed by the people.

One seldom heard any native this year admitting that there was anything more than a trifling amount of plague in the Colony.

It is, of course, impossible to give figures, but I feel sure that the ratio of plague for this year that for last year is very much less than the recorded number of cases shows.

It is extremely difficult to obtain trustworthy information as to the occupation of Chinese female plague cases. I have often thought that a large number of such cases are by occupation prostitutes, but obviously without accurate information it would be out of place to base any opinions as to plague incidence on this hypothesis. Seven female cases in the City of Victoria were, however, undoubtedly in the persons of prostitutes. Of these seven cases, six were returned as suffering from the bubonic type of the disease.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Bayera* left Shanghai at 1 p.m., and may be expected here to-morrow at daylight.

The I.G.M. str. *Darmstadt*, carrying the German mails with dates from Berlin of the 7th June, left Singapore on Friday, at 6 p.m., and may be expected here on Wednesday, the 7th inst. a.m.

The I.G.M. str. *Rhein* left Colombo on the 2nd inst. and may be expected here on Monday, the 12th inst.

The C.P.R. str. *Empress of China* arrived at Shanghai at midnight on Friday, the 2nd inst., and left again at 9 p.m. on Saturday, the 3rd inst. for Nagasaki, where she is due to arrive at 7 a.m. to-day.

The str. *St. Fillans* arrived at New York on the 26th May.

The str. *Zafiro* left Manila on Saturday, the 3rd inst., and is due here to-day at 5 p.m.

The men remained obscure and were sentenced to three weeks' imprisonment.

The almost complete annihilation of the Russian armada has speedily restored confidence in business circles. That the *Franklin* has at last been permitted to leave the time-expired troops from Hongkong, and the further fact that H. M. S. Ocean has

TELEGRAHS.

["DAILY PRESS" SERVICE.]

MISSIONARY'S SUDDEN DEATH.

SHANGHAI, 4th June.
Hudson Taylor died on board the

s.s. *Chungsha* yesterday.

[REUTER'S SERVICE.]

BOMB OUTRAGE IN PARIS.

LONDON, 1st June.

As King Alfonso and President Loubet were returning from the opera yesterday, a man dressed as a workman threw a bomb; the Cuirassier officers riding on either side of the carriage were unhorsed and one horse was killed; six people were injured; the King and the President were not hurt.

LATER.

Twenty people were injured by the bomb outrage in Paris. King Alfonso treated the matter cheerfully and is the object of much sympathy.

There is great indignation in Paris and Madrid. It is believed that the outrage was planned in Barcelona.

THE ANGLO-JAPANESE ALLIANCE.

LONDON, 2nd June.

At the Conservative Dinner, Lord Lansdowne, referring to a hope expressed by Sir Edward Grey that the Anglo-Japanese alliance would be maintained, said that in no time had there been on either side any question whatever of withdrawal from the alliance; in our opinion when the time comes, as soon it must, to consider the renewal of the agreement, the only practical question will be whether it shall be renewed in its present form or whether we should not seek some other means of strengthening and consolidating it. The alliance had been a potent instrument of peace, and if it were possible to so modify it that it would not only prevent the spread of a conflagration when once begun, but prevent a conflagration altogether, all true lovers of peace would welcome such a modification. There was never a moment when our good relations with France were more firmly based, and if the inner history of the anxious months lately passed was ever written it would show that the understanding with France had greatly mitigated the friction and trouble which were inevitable when a great war was in progress. The alliance with Japan and the agreement with France, alike, had no selfish or aggressive purpose, our sole object had been to secure peace and to restrict the evils of war.

AFRAID OF RUSSIANS.

SEAMEN SENT TO GAOL.

The Hon. Capt. L. Barnes-Lawrence, R. N., on Saturday tried another case of twenty seamen refusing to proceed to Japan, because they were afraid of Russians. These were the men of the s.s. *St. Kilda*.

William Jones, master of the *St. Kilda*, said his ship was loaded with general cargo, rice being included. This rice was consigned to private individuals in Kots and Yokohama.

He reasoned with the men and pointed out to them that there was no danger, and also offered them an extra month's wages all round, but they would not go.

J. Schwedler, able seaman.—We have already been to Japan, but while in here, we learned that the ship was going to carry contraband. Our articles say nothing as to this.

By the Court.—We signed on with the knowledge that war was in progress between Russia and Japan. Our articles mention Shanghai.

The defendants.—We are willing to go to Shanghai but we refuse to proceed to Japan.

Captain Jones, recalled—I am prepared to guarantee in the event of capture or other danger arising, that the men's effects shall be made good, their passages paid to England, and to be kept on full wages until they arrive there.

Among the men there were some of German nationality, and the German Consul-General addressed them.

His Worship.—In the interview I accorded you men yesterday afternoon, I endeavoured to show you that the fears then expressed in respect to capture by the Baltic Fleet, once outside these waters, were groundless. Not many days since I would have readily admitted that there was some justification for your action, and unless it could have been proved to my satisfaction that you had agreed to undertake possible war risks, on behalf of the owners of your vessel, I should in all probability have dismissed the case.

In the course I gave you, which, on due reflection, would, I trusted, have borne fruit I pointed out that the dangers you apprehended were at the present time non-existent, and that being so, you were bound to carry out the terms of your agreement, which embraces the touching at Japanese ports.

In addition to this I read you an intimation received from the Japanese Consul at this port, to the effect that no danger

existed to trade between Hongkong and Japanese ports. Under these circumstances I can only regard your persistency in impeding the progress of the voyage as an offence, and I have no option other than to deal with it as such.

I have, however, asked the master to withdraw the charge if you are willing, even now, to return to your ship and duty and I, therefore, give you this final opportunity to do.

The men remained obscure and were sentenced to three weeks' imprisonment.

The men remained obscure and were sentenced to three weeks' imprisonment.

THE WAR.

["DAILY PRESS" SERVICE.]

GRIM PLOTSAM.

HELPLESS DESTROYER CROWDED WITH SURVIVORS.

Shanghai, 4th June.

The s.s. *Kweihsin* is towing a Russian destroyer into Shanghai.

The destroyer was found to the north of Shawishan, quite helpless, and with three crews crowding her.

LATER.

The s.s. *Kweihsin* has arrived, and gives the name of the destroyer as the *Body*.

In addition to her own crew, the *Body* has 77 refugees on board from various sunken Russian ships.

Many are wounded. Her coal bunkers were empty, and her stores of water and food nearly finished.

She had been drifting for six days when the *Kweihsin* found her.

THE UNDESIRABLE ALIENS BILL.

It is no doubt historically true that England has been greatly indebted, in former times, to the immigrants who have been driven to her shores by persecution; to the Flemings for the cloth manufacture of the West, to the French Huguenots for the silk weavers of Spitalfields, and so on through many examples; and it is also true that the asylum which she has from time to time afforded to the friends of political liberty has served to keep alive its sacred fire under many discouragements and through many dangers. But the immigrants to whom such statement would apply were persons of a totally different character from those whom the present Aliens Bill would exclude, and there is no real analogy between the cases.

The Flemings and the Huguenots were not only skilled workmen, but peaceful and law-abiding citizens of the countries from which they were expelled, and would have enriched those countries by their industry, just as they ultimately enriched that which gave them shelter.

The friends of political liberty had not yet learnt that its principles were to be promoted by the bomb of the anarchist or the dagger of the assassin; and would have turned away in utter disgust from many of those who now misname under the sacred name.

The influx from Southern Russia and from other continental countries, against which our government is tardily devising measures of defence, consists largely of persons who would be a nuisance and a danger to any community among which they were distributed. It is of no avail for us to endeavour to elevate our working classes, to train them into habits of cleanliness, and to give them facilities for education and for amusement, if we suffer them to be overwhelmed by an influx of foreigners to whom vermin hunting is a pastime, and to whom what would be dire poverty in the estimation of a decent Englishman represents a degree of affluence of which they had not previously dreamt. It is of no avail for us to enforce the principles of sanitation among our own people, if we suffer these principles to be violated by the immigrants in every

HONGKONG HIGH LEVEL
TRAMWAYS CO., LTD.

An Extraordinary General Meeting of this Company was held at the registered office of the Company, Alexandra Buildings, on June 3rd, for the purpose of considering the following Resolutions, viz.—

- (1) That it is desirable that the Company may be dissolved and that it be wound up voluntarily.
- (2) That the General Managers be and they are hereby appointed liquidators.
- (3) That the liquidators be and they are hereby authorised to consent to the registration of a New Company to be named "the Peak Tramways Company, Limited" with a Memorandum and Articles of Association which have been prepared with the approval of the Consulting Committee of the Company.
- (4) That the Liquidators be empowered to sell to the "Peak Tramways Company, Limited" the undertaking of this Company at the price of \$200 per share either in cash or share of the "Peak Tramways Company, Limited" at the option of Shareholders of this Company and to enter into all necessary agreements to that effect.

There were present: Mr. Henry Humphreys (Chairman) and Hon. Mr. C. W. Dickson, Mr. C. Evans (Consulting Committee), Messrs. J. A. Jupp, G. Potts, W. Wilson, G. Murray Bain, H. P. White, P. C. Potts, C. Bryer, J. Wilkie, H. Fook, D. E. Clarke, A. Moir, A. Cameron, Lau Chu Pak, D. E. Brown, J. E. Joseph, J. L. Cotter, T. F. Hough, T. Arnold, J. C. Peter, E. Bowler, J. M. Wong, W. Cruikshank, Capt. F. Goldard, J. Johnston, P. S. Jameson, Sot Tak Fan, A. Morley, E. A. Rana, H. J. Geddes and others.

The CHAIRMAN—Gentlemen, we have called you together to-day, in pursuance of the notice which has just been read to consider, and if thought fit, pass resolutions for the winding up of this Company and its reconstruction under the name of the Peak Tramways Company, Limited.

The events which have led up to the present proceedings are probably fresh in your minds but it may not be amiss if I recall to your memory. In September last year a Bill came before the Legislative Council, entitled, "An Ordinance for authorizing the construction of a Tramway within the Colony of Hongkong." Upon enquiry, we found that the New Tramway was to have its lower terminus at the bottom of Battery Path—virtually in the Queens Road—and its upper or Peak terminus at Victoria Gap, practically alongside our own, with intermediate stations tapping the populous thoroughfares known as Caine Road, Robinson Road and Conduit Road. It was evident that the construction of such a line would be tantamount to cancelling our concession. We, therefore, petitioned the Government against the proposed bill. At the same time we informed the Government that we did not oppose the new line as far as Conduit Road, and that we had no desire to put obstacles in the way of an undertaking calculated to prove a benefit to the Colony, and that if the new Tramways' upper terminus at the Peak were placed at a reasonable distance from our own so as to open up a new Peak district we would withdraw our opposition altogether. We suggested as an alternative terminus for the new line a point near Goodman's Gap. The Government replied that our proposals were considered impractical and it shortly afterwards became clear to your General Managers that no opposition would prevent the Bill becoming law. They accordingly decided that the best thing to do was to secure, if possible, the concession for the new line. At a meeting of the consulting committee held at the office of the Company at 3:30 p.m. on the 13th March last, the committee who between them represented three-quarters of the entire capital of the Company, resolved "That the General Managers be empowered to enter into any arrangement for the sale of the undertaking of the Company for not less than \$200 per share to be paid at shareholders' option either in cash or share of the new Company or in the alternative to purchase the concession for the projected new tramway." I may mention \$200 per share was taken as a basis because it was then the last price at which shares had changed hands. The total cost of obtaining the concession, which will be borne by the new Company, if the amalgamation is effected, will amount to \$35,000 of which sum \$25,000 will go to Mr. Findlay Smith. The Capital of the new Company, if the resolutions are passed, will be \$750,000 divided into 75,000 shares of \$10 each, of which 25,000 shares have to be reserved for shareholders in this Company should they desire to accept scrip in the new Company for their present holdings, leaving 50,000 shares of \$10 each to be offered to the Public. In considering applications for these 50,000 shares in the new Company, however, preference will be given to applications from shareholders in the old Company. We feel sure that in your own interests the scheme we have outlined is the best that could be devised and we must impress upon you that the arrangement, though legally it has to be carried into effect by a sale, is not actually a sale inasmuch as the present shareholders can retain their interest in the Company by taking up their proportion of the new issue and thus be placed in the same position as the new Company as in the old. We, therefore, look to a unanimous vote in favour of the resolutions. Before putting the resolution to the vote, I shall be pleased to answer any questions to the best of my ability.

Mr. ARNOLD—Any shares to be offered to the original holders to be fully paid up.

The CHAIRMAN—Yes.

Mr. MOIR—Why were not the old shareholders notified of this before the meeting of the 13th March. I have been on the register of the company for many years, and I knew nothing about this.

The CHAIRMAN—The meeting of the 13th March to which you refer was a meeting of the consulting committee, and it was not necessary to notify shareholders.

Mr. MOIR—Then shareholders have nothing to say in the matter at all?

The CHAIRMAN—No, not about meetings of the consulting committee.

Mr. MOIR—Wouldn't it have been much wiser to have notified the shareholders that such a consideration had been arrived at?

The CHAIRMAN—It was quite impossible for us to say anything while the negotiations were in progress. We did not know at the time whether the matter was going through or not, but as soon as we knew definitely that it was, we at once notified the shareholders. In fact, we put a paragraph in the Press the following day.

Mr. MOIR—As representing the old company have you purchased Mr. Findlay Smith's concession?

The CHAIRMAN—We certainly had the refusal of the purchase.

Mr. MOIR—On behalf of the old company?

The CHAIRMAN—Yes, on behalf of the old company.

Mr. MOIR—Then why sell the concession again?

The CHAIRMAN—It would necessitate an increase of capital, which practically amounts to the same thing. We thought that old shareholders, being very few in number, would not care to put up such a large sum as \$500,000 in cash. I don't think they would, either.

Mr. MOIR—But why put up \$500,000 in cash?

You have quite sufficient money in the reserve fund to indulge in any expense for six months.

The CHAIRMAN—We have got about \$30,000 in cash.

Mr. MOIR—And your reserve fund?

The CHAIRMAN—That is in the line, and is represented by stations, and all kinds of things.

Mr. MOIR—But this \$30,000, what about that?

Mr. JUPP—That is invested in the Company.

Mr. MOIR—But that is quite sufficient to keep you going for a very long time. It will take some six months before the survey of this line is passed.

The CHAIRMAN—You pay this amount out to start with. This \$30,000 you speak of would have to be paid out to Mr. Findlay Smith to start with or, at least, practically all of it. As soon as we buy the concession we are compelled by the government to start work at once.

Mr. MOIR—Yes, but you don't buy it; the company buys it.

The CHAIRMAN—That is the best way out of the difficulty. The old shareholders, I am quite sure, will not provide the whole of the \$500,000 that will be necessary.

Mr. MOIR—I question about that. It will not be required all at once.

The CHAIRMAN—The whole thing is a reconstruction in any case.

Mr. MOIR—I don't like the idea of a small shareholder being ignored. I don't come here to take any objection; but if you had taken the shareholders more into the confidence of the general managers things would have gone more smoothly.

The CHAIRMAN—We did take them into our confidence as soon as we could.

Mr. MOIR—Is it a fact you are pledged to the government for this scheme?

The CHAIRMAN—We are pledged to buy the concession.

Mr. MOIR—And to divert your old line.

The CHAIRMAN—That is a matter for the future.

Mr. JUPP—Yes.

Mr. MOIR—And before going into all these things you never thought it necessary to consult us?

The CHAIRMAN—Yes, but you forgot that the consulting committee represents three-fourths of the capital and you represented one share at the time. You were, moreover, interested in the projected opposition this way.

Mr. MOIR—But that is not the point. I am entitled to have my say if I have only half a share.

The CHAIRMAN—Quite so, you are entitled to your opinion; but I hope it is only an isolated opinion.

Mr. MOIR—At the meeting of the general managers and the consulting committee on the 13th March it was decided to accept \$200 a share.

The CHAIRMAN—Yes.

Mr. MOIR—And at the time I knew nothing about that, about a month afterwards I bought some shares at an advanced rate.

The CHAIRMAN—I should have thought that if anyone in Hongkong knew anything about the matter it would have been you. You were on the other side, and I suppose must have known what was going on.

Mr. MOIR—When I bought the shares I bought them fully thinking they were worth \$300, knowing we had amalgamated.

The CHAIRMAN—The position is this: we are bound to buy the new concession. If we buy it and do not do the work the concession will lapsed, and the Government will be able to sell it to someone else. It matters very little, to my mind, whether the concession is bought by the new Peak Tramways Co., Ltd., or by the old company. But we certainly thought it would be far better to have a new company, for the reason that the old shareholders would not come forward with the money in all probability, and it would be better to have the public interested in a company which is entirely a Hongkong one, and composed entirely of Hongkong capital.

Mr. MOIR—Yes, I quite agree with you. It is the advantage of shareholders to have one company; but I do not think it is to the advantage of the public. At the annual meeting in December last you stated that by the time the new line was constructed the old company would be sold to the new—that is to say at \$20 a share?

Mr. MOIR—In the first place, I object very strongly and very forcibly about the directors in committing—

The CHAIRMAN—That has been replied to.

Mr. MOIR—And now I say my contention is that the company should not be sold at that price unless it is for the purpose of improving the position of the Company or making an advantageous sale, otherwise there is no necessity for this dissolution.

The CHAIRMAN—You have the option of taking scrip in the new company over and above, the shares you will get in exchange for your old scrip.

Mr. MOIR—I know that.

The CHAIRMAN—You are, therefore, practically selling the company to yourself. What does it matter then, if you sell at \$20, or at \$300 per share?

Mr. MOIR—if I may speak again, there is another point I overlooked. Have I your permission to speak again?

The CHAIRMAN—You will get 12 per cent for the first three years and if this opposition line came off, as it would come off, if we had not bought the concession, you might not have got anything at all. If you disapprove of what we have done we are very sorry, and it is open to you to move an amendment, if you wish; and now I should be glad to answer any question which any other shareholder might wish to put.

Mr. MOIR—Might I speak again for a moment?

The CHAIRMAN—Yes.

Mr. MOIR—I omitted to state and bring out a point in connection with the sale of the property for \$250,000. In the position in which it is to-day, let me draw your attention to the fact that in selling this company you are selling the future monopoly of the High Level Tramway business for \$250,000. I don't think that either the Government or the people of Hongkong looking to the tramway service will be more pleased than we shareholders, who are being forced into a sale of their shares at little over half their value.

The CHAIRMAN—All these remarks have been practically dealt with in the Chairman's speech, and I hardly think there is any necessity to go into them again at length.

Mr. ARNOLD—Do you think there is traffic enough to pay a dividend on such a large capital?

The CHAIRMAN—Yes. We have gone fully into that matter. I may mention that fifteen years ago our traffic receipts amounted to \$27,000 a year. Last year they amounted to nearly \$1,000,000, and who shall say that fifteen years hence, the joint lines working in harmony under one management, should not total \$500,000 a year? You may accuse me of being a little sanguine, but when I look round and take a mental note of all those people in the Colony who have been successful, although they may, in many respects, be as wide apart as the poles, they all have one thing in common, namely, they have faith in the future of Hongkong. I, myself, have faith in the future of Hongkong, and I, myself, have faith in the future.

The CHAIRMAN—The last ten years have witnessed a great metamorphosis, and I am not opposed to a dissolution if the price offered for the purchase of our undertaking was reasonably near its value, but I am opposed to the sale of our property at the ridiculously low figure mentioned—practically half its value.

The last balance sheet shows the written down assets of the company at the end of 1904 as \$243,000.17—virtually the price we are asked to pay. We are here to-day to discuss the advisability of passing certain resolutions leading up to the dissolution of the company by the sale of same to a new company. I am not here to-day to arbitrarily obstruct the company for which the meeting was called, but to learn whether any better reasons than those already given are forthcoming to justify a dissolution of the company for the purpose set forth, viz., the sale of same as a going concern to a new company at the price of \$200 per share—or say, \$300,000. I am not opposed to a dissolution if the price offered for the purchase of our undertaking was reasonably near its value, but I am opposed to the sale of our property at the ridiculously low figure mentioned—practically half its value.

The CHAIRMAN—The last ten years have witnessed a great metamorphosis, and I am confident the next ten will bring change equally as great. I hope that those of you who are here, then, will not think unkindly of those who have secured for you what may be one of the most prosperous tramways in the world.

Mr. ARNOLD—There are a limited number of shareholders in the Peak, and most of the sites in the district are occupied.

The CHAIRMAN—You forget. This line is to run through a very populous district.

Mr. ARNOLD—I understand the terminus of both lines is to be at the same point.

The CHAIRMAN—The terminus of the new line is to be at Victoria Gap the same as the old one.

Mr. MOIR—Then why sell the concession again?

The CHAIRMAN—It would necessitate an increase of capital, which practically amounts to the same thing. We thought that old shareholders, being very few in number, would not care to put up such a large sum as \$500,000 in cash. I don't think they would, either.

Mr. MOIR—But why put up \$500,000 in cash?

willing to sell out at only double their par value—I think not. Our tramway shares have been quoted as high as \$325 and over before now, in fact until very recently, and justifiably so; and there is no reason that I can see, based on the admirable position the company is in—or its dividend earning power—why the shares are not to-day cheap at \$300 and over. I do not agree with the general managers that the opposition of a line that will take about three years to build and get into running order is, to use their own term, going to be fatal to the existence of this company as a dividend paying concern. Let me here, however, quote from the general manager's speech at the last ordinary general meeting, showing what their views were on the subject at that time when the opposition was referred to. He spoke of the reduction of dividend and the placing of an unusually large sum to reserve fund and went on to say, "If this policy pursued for another two years (about the earliest period in which any opposition line could be opened for traffic) this Company will have a reserve fund of about \$100,000, and with its small capital, and a reserve almost equal to its capital, will be in a very sound position, and strong enough to meet almost any contingency that may arise." But why is there such a change in the opinion of the general managers? In the circular issued the other day it says, "the general managers consider such opposition would be fatal to the continued existence of this company as a dividend paying concern and they, with the consulting committee have for the past six months been strenuously opposing the new scheme; and on finding that they would be unable to prevent the Ordinance authorising the scheme from being passed they made arrangements with a view to the amalgamation of the concerns." Why have the general managers changed in six months when they knew as much about the forthcoming opposition in December as they do now? It will take very strenuous, determined and long continued competition to pull the net profits of our company down to even 10 per cent, and 10 per cent ought to satisfy any reasonable investor, so that the contemplated opposition does not, to my mind, justify a dissolution of this company. Turning to the question of the new company which we are offered the privilege of taking shares by transferring our interest in this to the new company, that proposition does not, either, strike me as beneficial or inviting, I understand the new company is to be capitalized at \$750,000, and we are told by the Press that the profits already accruing from the present tramway are ample to assure a steady dividend of at least 6 per cent on the whole of the capital of the company now in formation.

Mr. MOIR—This is the law.

The CHAIRMAN—That is in the line, and is represented by stations, and all kinds of things.

Mr. MOIR—But this \$30,000, what about that?

Mr. JUPP—That is invested in the Company.

Mr. MOIR—But that is quite sufficient to keep you going for a very long time. It will take some six months before the survey of this line is passed.

The CHAIRMAN—You pay this amount out to start with. This \$30,000 you speak of would have to be paid out to Mr. Findlay Smith to start with or, at least, practically all of it. As soon as we buy the concession we are compelled by the government to start work at once.

Mr. MOIR—Yes, but you don't buy it; the company buys it.

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NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication.
After that hour the supply is limited. Only supplied for Cash.
Telegraphic address: PRESS, Codes: A.B.C., 5th Ed
Litho's.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE

DR. NEWELL WILSON, DENTIST, has REMOVED his Office to No. 2, Pedder Street, next to the General Post Office and opposite to the side entrance to the Hong Kong Hotel.
Hongkong, 5th June, 1905. [1370]

LOST.

JAPANESE PUG DOG. Register Number on Collar 1,350. Reward on return to Manager.
CARTON HOUSE HOTEL, Hongkong, 5th June, 1905. [1371]

SITUATION WANTED.

BY AN EXPERT TYPEWRITER, age 21, apply by letter stating terms or salary to "TYPIST."
Care of Daily Press Office, Hongkong, 5th June, 1905. [1372]

TO ALL WHOM IT MAY CONCERN.
TAKE NOTICE that I will not be responsible for, as from the date hereof, any Debt or Debts contracted by my adopted son ABDUL KABUM DALBASHA.
DALBASHA.
Hongkong, 5th June, 1905. [1373]

FOR SALE.

A MOTOR LAUNCH fitted with a 10 A. B. H. P. GARDNER KEROSENE MOTOR—electric ignition, Gumes reversible propeller. Fast, roomy and very economical. Fuel any petroleum.
Inspection and Trial by appointment.
For particulars apply—

J. W. KEW,
Care of Steam Water Boat Co.,
Hongkong.

Hongkong, 5th June, 1905. [1374]

SANITARY BOARD.

NOTICE.

IN view of the intimate relationship which exists between Human Plague and Rat Plague, Householders are invited to report at once to the Medical Officer of Health should they find their premises to be infested with rats.
By Order of the Board,
C. E. W. BOWEN-ROWLANDS,
Assistant Secretary.
Hongkong, 5th June, 1905. [1375]

SANITARY BOARD OFFICE.

Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every domestic building or part of such building within the Western Division of the City of Victoria occupied by members of more than one family must be cleaned and linewashed throughout by the owner during the months of May and June.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase—all cubicle partitions—stair casings and stair linings, all ceilings and the undersides of roofs, both in main buildings, offices and servants' quarters and inclusive of verandahs.

The back yard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork is good condition, however need not be lime-washed but must be cleaned.

The Western Division of the City lies to the West of Taik Lam and Cleverly Street.
C. F. W. BOWEN-ROWLANDS,
Assistant Secretary.

Dated this 31st day of May, 1905. [1376]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.
THE Company's Steamship

"HAITAN."

Captain Boon, will be despatched for the above ports TO-DAY, 5th inst., at 11 A.M.
For Freight or Passages, apply to

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 3rd June, 1905. [1377]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.

THE Imperial German Mail Steamship
"DARMSTADT,"

Captain G. Boote, due here with the outward German Mail about WEDNESDAY, A.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 5th June, 1905. [1378]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTEZ'S, AMBERLITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, No. 10 to SSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1902. [1380]

INTIMATIONS.

THE DALLAS-BANDMANN OPERA COMPANY.
at the THEATRE ROYAL, HONGKONG.

LAST TWO NIGHTS!

LAST TWO NIGHTS! TO-NIGHT (MONDAY), JUNE 5TH.

"THE ORCHID."

TUESDAY, JUNE 6TH.

LAST NIGHT OF THE SEASON.

"THE GIRL FROM KAYS."

Price as usual. Doors Open 8.30 p.m.

Commence 9 p.m.

Plan at the ROBINSON PIANO CO. LTD.

F. C. GARTON,
Manager.

Hongkong, 5th June, 1905. [1381]

NOTICE.

OSAKA SHOSEN KAISHA.

HONGKONG BRANCH.

IT IS HEREBY NOTIFIED that the Steamship business between Hongkong, China, Coast Ports, and Formosa originally carried on by the OSAKA SHOSEN KAISHA and lately transferred to Messrs. BRADLEY & CO., has to-day been transferred to the OSAKA SHOSEN KAISHA.

T. ARIAMA,
Manager.

Hongkong, 3rd June, 1905. [1382]

NOTICE.

IT IS HEREBY NOTIFIED that the VALUATION LISTS for the Colony for 1905-6, will be open to inspection at the Treasury for Twenty-one days, commencing on MONDAY, the 5th June, 1905.

F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 1st June, 1905. [1383]

WANTED.

EMPLOYMENT during Advertiser's leisure hours, say from 6 to 8 and from 9 to 11 p.m., either to keep a Set of Books or to do any other Office Work.

Apply to—

Care of Daily Press Office,
Hongkong, 1st June, 1905. [1384]

SITUATION WANTED.

ADVERTISER, age 34, desires a position as GENERAL OFFICE ASSISTANT; has a thorough knowledge of Bookkeeping and Accounts, and Typing; can also Speak the Cantonese dialect fluently.

Apply by letter to—

ENGLISHMAN,
Care of Daily Press Office,
Hongkong, 30th May, 1905. [1385]

WANTED.

ENGLISHMAN, Experienced ACCOUNTANT and BOOKKEEPER, desires during spare time, Supervision and Account Work.

Address— "ACCOUNTANT,"
Care of Daily Press Office,
Hongkong, 30th May, 1905. [1386]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONAM."

2,363 tons, Captain H. D. Jones, will make a

Special Trip EVERY SUNDAY to Macao and back. Hour of departure—From Hongkong

at 9 A.M., arriving at Macao about NOON.

Hour of departure—From Macao from 4 P.M.

to 7 P.M. to suit tide, arriving at Hongkong about 3 hours after departure.

FATES—

First Class Single \$2. ... Return \$4.

Second Class Single \$1. ... Return \$2.

Children under 12 half-price.

Tickets may be obtained at the Offices of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the steamer. No Chits will be accepted and Servants' passages must be paid for.

T. ARNOLD,
Secretary.

Hongkong, 3rd May, 1905. [1387]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.

WITH CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1900.

ROBERT CRAWFORD'S

C. C. C. WHISKY,

Price ... \$10 Per Dozen.

Sole Agent—

KWAN TYE,
110, Queen's Road Central,
Hongkong, 12th April, 1905. [1388]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

have now 40,000 Cubic feet of Cold

Storage available at EAST POINT. Stores will

be Open at 10 A.M. and 4 P.M. daily, Sunday

excepted to receive and deliver perishable goods

W. M. PARLAINE, Manager

Hongkong, 18th November, 1901. [1389]

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO. LTD., is prepared to supply

ANY QUANTITY of PURE FRESH

WATER to the Shipping, both for Dock and

Boilers.

Call Flag W.

J. W. KEW,
Manager.

1st Floor, 37, Connaught Road,
Hongkong, 13th June, 1903. [1390]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1904. With INDEX. Price 75.
On sale at the Hongkong Daily Press Office

Hongkong 25th February, 1905.

AUCTIONS

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have been instructed to sell by Public Auction TO-DAY (MONDAY), at 2.30 o'clock in the afternoon, at their AUCTION ROOM, No. 8, Des Vouix Road (Corner of Ice House Street), THE VALUABLE LEASEHOLD PROPERTY,

which is intended to be registered in the Land Office as SUBSECTION NO. 1 MARINELOT NUMBER SEVENTY-ONE in Lot.

This property comprises Nos. 84, 86, 88, and 90, KO SHING STREET, Victoria, Hongkong.

Particulars and Conditions of sale may be obtained from the Vendor's Solicitors, Messrs. DEACON, LOOKER & DEACON, 1, Des Vouix Road Central, and also from the Auctioneers.

Hongkong, 22nd May, 1905. [1391]

PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER, to Sell by Public Auction,

TO-MORROW (TUESDAY), the 6th JUNE, 1905, at 11 A.M., at their SALES ROOMS, No. 8, Des Vouix Road (Corner of Ice House Street),

AN ASSORTMENT OF GOLD AND SILVER JEWELLERY.

Also

A QUANTITY of SILKS.

TERMS—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 3rd June, 1905. [1392]

PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER, to Sell by Public Auction,

on the 13th day of June, 1905, at 3 P.M., at their SALES ROOMS.

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY situate at Victoria in the Colony of Hongkong, viz—

All that piece or parcel of ground situate at Victoria aforesaid registered in the Land Office, Inland Lot No. 609 B, area 37,935 square feet or thereabouts; Term 397 years; Annual Crown Rent \$74.40; together with the Messuage thereon known as "Green

SHIPPING.

ARRIVALS.

ALTON, British battleship, 3rd June, from
Mars Bay.
ANDREW RICKMERS, German str., 1,020, H.
Koh, 3rd June, Bangkok 27th May, Rice,
Meat & Co.
CARL DIEDERICHSSEN, German str., 769, H.
Schleswig, 4th June, Haiphong 1st June,
and Hoichow 3rd June, General, Johnson
& Co.
COMILLIBANK, British ship, 2154, George, 2nd
June—Cardiff 2nd July, Coal—Admiralty.
HELENE, German str., 771, J. Jessen, 2nd June,
Haiphong 1st June, Sugar, General and
Cattle, Johnson & Co.
HOPPER, British stramer, 4th June, from
Canton.
KAMOR, Norwegian str., 945, S. Falck Muns.,
4th June—Chinkiang 29th May, Rice—
A. B. Bond.
KWANGTSE, Chinese str., 3rd June, from
Canton.
LAWHILL, British 4-m. barque, 2,749, J. C.
Jarvis, 3rd June—New York 27th June,
Cape Oil—Standard Oil Co.
LYDIA, German str., 157, R. Rutherford, 4th June,
Hamburg 29th April, General—Order.
PETERCH, German str., 1,352, C. Ahrens, 4th
June—Saigon 31st May, Rice and General,
Sandor, Wieland & Co.
SADAMI, British str., 2,674, F. J. Littlehales,
3rd June, Amoy and Japan ports 1st June,
General, Dowell & Co., Ltd.
SAMSON, German str., 988, F. Rehwoldt, 4th
June—Bangkok and Kohsichang 29th May,
Rice, Meats & Co.
SCOTTISH HILL, British ship, 1,998, Blackmore,
2nd June—Cardiff 14th June, General—
Order.
SHERA LYCENA, British ship, 1,628, E.
Vought, 4th June—Cardiff 10th June,
Patent Fuel—Admiralty.
TANING, British str., 1,350, Outerbridge, 2nd
June, Manila 31st May, General—
Butterfield & Swire.
THEMIS, Norwegian str., 1,200, Thomassen, 2nd
June, Kobo via Maci 27th May, General
—Chinese.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
3rd June.

Hongkong, 1st British str., for Amoy.

Sagami, British str., for Singapore.

DEPARTURES.

3rd June.

BLANCA, German str., for Nikolajevsk.

ESANG, British str., for Tientsin.

HAUAN, French str., for Pakhoi.

JANGHANG, British str., for Shanghai.

HINSANG, British str., for Singapore.

HONGKONG, French str., for Haiphong.

MAI, British str., for Europe.

PALMA, British str., for Shanghai.

PROMISE, Norwegian str., for Sourabaya.

NUMI, British str., for Manila.

SAINT KELDA, British str., for Yokohama.

SHIPPING REPORTS.

The British str. *Timing* reports: Light wind
and no weather.

The British ship *Sierra Lucca* reports:
Light winds and calms predominated showery
in China Sea also one water spot.

VESSELS IN DOCK.

3rd June.

ABERDEEN DOCKS.

KOWLOON DOCKS—City of Birmingham.

Portion, Ryford, Kiangtung.

COSMOPOLITAN DUCK—Cruze der Aragonia.

VESSELS ON THE BERTH

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA."

Captain R. F. Thompson, will be despatched as
above porto TO-MOKROW, the 6th June, at DAX-
LIGHT.

For Freight or Passage apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 31st May, 1905. [1346]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamer

"CATHERINE APCAR."

Captain A. Stewart, will be despatched for the
above porto TO-MOKROW, 6th inst., at 3 p.m.

For Freight or Passage apply to
DAVID SASSON & CO., LD.,
Agents.

Hongkong, 1st June, 1905. [1332]

"DEN" LINE OF STEAMERS.

FOR GENOA, LONDON & ANTWERP.

THE Steamer

"BENMOHR."

Captain Webster, will be despatched as above
on or about the 6th June.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 30th May, 1905. [1276]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, POET DARWIN and QUEEN-
LAND PORTS, and taking through cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)

THE Steamer

"EASTERN."

Captain Ellis, will be despatched for the
above ports on SATURDAY, the 10th June,
at NOON.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A duly qualified Surgeon and Stewardess
are carried.

N.B.—To assure the additional comfort of
Passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 9th May, 1905. [1171]

"HAMBURG-AMERIKA LINIE."

OSTASIATISCHER DIENST.

Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, POETS in the
LEVANTE, BLACK SEA and BALTIK PORTS, NORTHE and SOUTH AMERICAN PORTS.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked
K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

SECTIONS.

DESTINATION VESSEL'S NAME FLAG & RIG BERTH CAPTAIN FOR FREIGHT APPLY TO TO BE DESPATCHED

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	—	C. J. Benton, R.N.E.	P. & O. S. N. Co., P. & O. S. N. Co.	About 7th inst.
LONDON, &c., VIA PORTS OF CALAIS	BENGAL	Brit. str.	1 m.	G. Philips	BUTTERFIELD & SWIRE	On 17th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 4th July.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th July.
LONDON, AMSTERDAM & ANTWERP	AJAX	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP	IDONEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
LONDON, AMSTERDAM & ANTWERP	KINTUCK	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
LONDON, AMSTERDAM & ANTWERP	CALICAS	Brit. str.	1 m.		NIPPON YUSEN KAISHA, MESSAGERS MARITIMES	On 11th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP, &c.	BANTU	Brit. str.	—		MELCHERS & CO.	On 13th inst., at 1 P.M.
MARSEILLES, &c., VIA PORTS OF CALAIS	FRONTERA	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 7th inst., at Noon.
BREMEN, VIA PORTS OF CALAIS	FORMER	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 12th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	GEORGE	Brit. str.	k. w.		HAMBURG-AMERIKA LINIE	On 28th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	GERMANY	Brit. str.	k. w.		HAMBURG-AMERIKA LINIE	On 12th July.
HAVRE & HAMBURG VIA STRAITS, &c.	SITONIA	Brit. str.	k. w.		HAMBURG-AMERIKA LINIE	On 26th July.
HAVRE & HAMBURG VIA STRAITS, &c.	ACILIA	Brit. str.	k. w.		HAMBURG-AMERIKA LINIE	On 10th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	ALBIA	Brit. str.	k. w.		HAMBURG-AMERIKA LINIE	On 29th inst., P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	NIPPON	Brit. str.	—		SANDEE, WIELER & CO.	About 6th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	EMPEROR	Brit. str.	—		GIBB, LIVINGSTON & CO.	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	DECAIJON	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th July.
HAVRE & HAMBURG VIA STRAITS, &c.	TELEMACHUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	STENTON	Brit. str.	—		SHEWAN, TOME'S & CO.	On 15th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NORDPOL	Brit. str.	—		DODWELL & CO. LTD.	About 2nd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAGAMI	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 5th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NUBIA	Brit. str.	k. w.		STANDARD OIL CO.	Early in July.
HAVRE & HAMBURG VIA STRAITS, &c.	KENNEBEC	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 21st inst.
HAVRE & HAMBURG VIA STRAITS, &c.	EMPEROR OF INDIA	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 5th July.
HAVRE & HAMBURG VIA STRAITS, &c.	TARTAR	Brit. str.	—		BUTTERFIELD & SWIRE	On 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	YANKEE	Brit. str.	—		DODWELL & CO., LTD.	On 30th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	PLAIDES	Am. str.	—		PORTLAND & ASIATIC S.S. CO.	On 8th inst., at Daylight.
HAVRE & HAMBURG VIA STRAITS, &c.	ARAGONIA	Brit. str.	—		PORTLAND & ASIATIC S.S. CO.	On 19th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	MINNESOTA	Am. str.	—		NIPPON YUSEN KAISHA	On 10th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	CHIANGHUA	Brit. str.	—		GIBB, LIVINGSTON & CO.	On 14th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	WILLEHAD	Brit. str.	—		BUTTERFIELD & SWIRE	On 27th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	JAVA	Brit. str.	—		S. B. Burcham	About 6th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	TIJANAS	Brit. str.	—		F. G. Parington	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	WOSANG	Brit. str.	1 m.		S. B. Burcham	On 10th inst., at 3 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	HUPSH	Brit. str.	—		BUTTERFIELD & SWIRE	To-day.
HAVRE & HAMBURG VIA STRAITS, &c.	CHOTSONG	Brit. str.	—		S. B. Burcham	On 27th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	CLARA JESSEN	Brit. str.	—		JARDINE, MATHESON & CO.	About 6th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	DAMBSTADT	Brit. str.	—		JARDINE, MATHESON & CO.	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	FOUCHOW	Brit. str.	—		BUTTERFIELD & SWIRE	On 9th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	KICKLUND	Brit. str.	—		BUTTERFIELD & SWIRE	On 15th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SIMIA					

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

OUTWARDS.

STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"FOXTON HALL" On 15th June.
GLASGOW and LIVERPOOL	"YANGTSZE" On 15th June.
GLASGOW and LIVERPOOL	"PROMTHEUS" On 16th June.
GLASGOW and LIVERPOOL	"AJAX" On 23rd June.
GLASGOW and LIVERPOOL	"IDOMENEUS" On 30th June.
GLASGOW and LIVERPOOL	"STENTOR" On 7th July.
GLASGOW and LIVERPOOL	"PATROCLUS" On 14th July.
GLASGOW and LIVERPOOL	"KEEMUN" On 16th July.
GLASGOW and LIVERPOOL	"PAKAL" On 18th July.
GLASGOW and LIVERPOOL	"ACHILLES" On 28th July.

HOMEWARDS.

STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"KINTUCK" On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION" On 20th June.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS" On 20th June.
LONDON, AMSTERDAM and ANTWERP	"HYSON" On 4th July.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS" On 18th July.
LONDON, ARSTERDAM and ANTWERP	"TELEMACHUS" On 20th July.
LONDON, ARSTERDAM and ANTWERP	"AJAX" On 1st August.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS" On 15th August.
GENOA, MARSEILLES and LIVERPOOL	"STENTOR" On 20th August.

TRANS-PACIFIC SERVICE.

STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"YANGTSZE" On 18th June.
For Freight, apply to—	"KEEMUN" On 18th June.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th May, 1905.

[10]

CHINA NAVIGATION CO.
LIMITED.

STEAMERS	TO SAIL
SHANGHAI	"HUEPEH" On 5th June.
MANILA	"TAMING" On 6th June.
SHANGHAI	"FOOCHOW" On 8th June.
SHANGHAI	"KIUKIANG" On 9th June.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOTKTOWN, CAIRNS, TOWNS, VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA" On 14th June.
SWATOW, WEIHAIWEI, CHEFOO and TIENSIN	"CHIHLI" On 15th June.
CEBU and ILOILO	"KAIFONG" On 17th June.
The attention of Passengers is directed to the superior accommodation offered by these vessels, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.	
† Taking Cargo on through bills of lading to all Yantze and Northern China Ports.	
† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.	
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.	
For Freight or Passage, apply to—	

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th June, 1905.

[11]

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS;
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
STEAMERS.

1905

WEDNESDAY ... 7th June

WEDNESDAY ... 21st June

WEDNESDAY ... 5th July

WEDNESDAY ... 19th July

WEDNESDAY ... 2nd August

WEDNESDAY ... 16th August

WEDNESDAY ... 30th August

WEDNESDAY ... 13th September

WEDNESDAY ... 27th September

WEDNESDAY ... 11th October

WEDNESDAY ... 25th October

WEDNESDAY ... 8th November

WEDNESDAY ... 22nd November

WEDNESDAY ... 6th December

WEDNESDAY ... 20th December

ON WEDNESDAY, the 7th day of JUNE, 1905, at NOON, the Steamship
"BAYERN," Captain Formes, with MAIIS, PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted 'till NOON, on MONDAY, the 5th June. Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 6th June, and Parcels will
be received at the Agency's Office until NOON, on TUESDAY, the 6th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamship has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 25th May, 1905.

5

SOUTH AFRICAN LINE OF STEAMERS

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:

S.S. "LOTHIAN" ... Captain J. C. Williamson.

S.S. "INDRAVELL" ... Captain S. Calington.

S.S. "COURTFIELD" ... Captain J. W. Martin.

S.S. "CRANLEY" ... Captain W. E. Steele.

S.S. "IKBAL" ... Captain M. Robertson.

S.S. "ASCOT" ... Captain C. E. Cox.

S.S. "SIKH" ... Captain J. Bowley.

S.S. "INKULA" ... Captain Dean.

S.S. "KATHERINE PARK" ... Captain Copp.

For Freight, apply to

GIBB, LIVINGSTON & CO., AGENTS.

Hongkong, 10th February, 1905.

[19]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, INLAND
SEA OF JAPAN, MAMI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE PORTLAND, OREGON
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL AT DAYLIGHT ON

"ARAGONIA" 5,193 Schuld June 1st, 1905.

"NICARAGUA" 4,370 Wagner June 26th, 1905.

"NURANTIA" 4,370 Bremer July 16th, 1905.

"ARABIA" 4,453 Metzenthin August 6th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and

United States Points. For through rates of Freight and further information, communicate

with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 27th May, 1905.

[13]

It pays you to buy the best,
& the best of all cocoas

Try it.

It is a pure soluble cocoa with a delicious natural
flavour which you cannot fail to enjoy.

“Pure and unmixed.”—THE LANCET.

“Perfect in flavour. Pure and well prepared.”—BRITISH MEDICAL JOURNAL.

“A perfect beverage, combining Strength, Purity
and Solubility.”—MEDICAL ANNUAL.

BEST & GOES FARTHEST.

1063-3

DINNEFORD'S

The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.

Safest and most
Gentle Medicine for
Infants, Children,
Delicate Females,
and the
Sickness of Pregnancy.

DINNEFORD'S
MAGNESIA

681

CLEANSE YOUR BLOOD
WITH GRIMAULT & CO'S
SARASPARILLA



POSTPONEMENT.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

OWING to the Ship having met with an
accident the date of the departure of the
s.s. "MARIA VALERIE" for Europe has
been indefinitely postponed.

SANDER, WIELER & CO.,
Agents.

Hongkong, 29th May, 1905.

[1321]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with
INDO-CHINA SHIP NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailing
CALCUTTA for CAPE PORTS every fortnight

For Freight and further particulars apply to

DODWELL & CO., LIMITED

General Agents for China and Japan.

Hongkong, 4th August, 1899.

[1321]

DOCK No. 3.

Extreme Length ... 722 feet.

Length on Blocks ... 714 "

Width of Entrance on Top ... 96 "

Width of Entrance on Bottom ... 88 "

Water on Blocks at Spring Tide ... 34 "

DOCK No. 1.

Extreme Length ... 523 feet.

Length on Blocks ... 517

POST OFFICE NOTICES.

Mails for CANTON, SAMSHU and WUCHOW will be closed on week day at 7.30 a.m. On Sunday the mail for Macao will be closed at 8 a.m. A mail for MACAO per s.s. *Wingchui* will be closed every day at 5 p.m. Mails for NANTAO, SANHE, KUMCHUK, SAMSHU, WUCHOW and CANTON will be closed every weekday, at 5 p.m. On Sunday the mails will be closed at 9 a.m. *No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR

PEE

DATE

Swatow, Amoy and Foochow		
Shanghai		
Macao		
Shanghai, Moji, Koko and Yochanna		
Amoy, Straits and Rangoon		
Haiphong		
Macao		
Shanghai, Singapore and Calcutta		
Shanghai, Chinkiang and Wuhs		
Manila		

EUROPE, &c., India via Taticorin (Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao, Kungmou, Kungchak, Shihshing and Tukhing.

Shanghai, Souphya and Sumarang.

Manila, Singapore, Penang and Bombay.

Timor, Port Darwin, Thursday Island, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.

Tientsin, Singapore, Penang and Calcutta.

HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

EUROPE, &c., India via Taticorin (Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.

Swatow, Weilaiwei, Chefoo and Tientsin.

Manila, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Friedrich, Wilhelmsen, Herbertshohe, Matupi, Sydney and Melbourne

TO-DAY.

Sale, Lensholt Property, Sales Rooms.

Messrs. Hughes & Bough, 2.30 p.m.

The Dallas-Bandman Opera Co., Theatre Royal, City Hall, 9 p.m.

TO-MORROW.

Sale, Jewellery, &c., Sales Rooms, Messrs. Hughes & Bough, 11 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

3rd June

ON LONDON.— Telegraphic Transfer 1.101

Bank Bills, on demand 1.105

Bank Bills, at 30 days' sight 1.101

Bank Bills, at 4 months' sight 1.105

Credits, at 4 months' sight 1.105

Documentary Bills, 4 months' sight 1.101

ON PARIS.— Bank Bills, on demand 2.353

Credits, at 4 months' sight 1.341

ON GERMANY.— On demand 1.904

ON NEW YORK.— Bank Bills, on demand 4.541

Credits, 10 days' sight 1.46

ON HONGKONG.— Telegraphic Transfer 1.39

Bank, on demand 1.394

ON CALCUTTA.— Telegraphic Transfer 1.39

Bank, on demand 1.394

ON SHANGHAI.— Bank at sight 71

Private, 30 days' sight 72

ON YOKOHAMA.— On demand 91

ON MANILA.— On demand 914

ON SINGAPORE.— On demand 6 p.c. p.m.

ON JAPAN.— On demand 1.114

ON HAMBURG.— On demand 1.334 p.m.

ON SAIGON.— On demand 1.464 p.m.

ON BANGKOK.— On demand 614

SOVEREIGN, Bank's Buying Rate 10.65

GOLD LEAF, 100 fine, per tael 53.30

BAR SILVER, per oz. 26.14

OPIUM.

3rd June,

Quotations are:— Allow 'em net, to 1 catty.

Malwa New \$1180 to — per pioul.

Malwa Old \$1240 to —

Malwa V. Old \$1320 to —

Persian fine quality 1930 to —

Persian extra fine 3120 to —

Patna New \$1173 to — per chest.

Patna Old \$3 to —

Bearas New \$10824 to —

Bearas Old \$5 to —

ARRIVED.

Per *Taming*, from Manila, Lieut. Kamster.

Mr. and Mrs. Kiesler, Dr. and Mrs. Cottier,

Mr. and Mrs. H. H. Balfie, Mr. and Mrs. Verna,

Messrs. Littler, Arthur, Keran, Britton, Will-

Merson, Acland, Smeathen, Agnew, and Owen.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Korea*, from San Francisco to the 3rd May via Honolulu, left Yokohama for this port on the 23rd May, a.m., via Kobe, &c., and is due here on the 12th June.

THE O. & O. str. *Coptic*, from San Francisco to the 12th May via Honolulu, left Yokohama for this port on the 31st May, a.m., via Kobe, &c., and is due here on the 12th June.

THE GERMAN MAIL.

The I.G.M. str. *Willehalm* left Sydney on Saturday at 4 p.m., and may be expected here to-day.

The I.G.M. str. *Bayerna* left Shanghai on Saturday at 1 p.m., and may be expected here to-morrow at daylight.

Ideal Milk



Enriched 20 per cent.
with Cream.

Sterilized—Not Sweetened.
A Perfect Substitute for Fresh Milk.

JOINT STOCK SHARES.

Hongkong, 4th June.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100, buyers
Banks—		
Hongkong & S'hai.	\$125	\$794, sales
National B. of China	\$125	London, £281 10s.
A. Share	\$5	\$37, buyers
Bell's Asbestos E. A.	12s. 6d.	\$55, buyers
China Borneo Co.	\$12	\$13, sellers
China Light & P. Co.	\$10	\$9, buyers
China Provident	\$10	\$8 60, buyers
Cotton Mills—		
Ews.	Ths. 50	Ths. 37.
Hongkong	Ths. 50	Ths. 153, sellers
International	Ths. 75	Ths. 37, buyers
Lao Kung Mow	Ths. 100	Ths. 40.
Soychay	Ths. 500	Ths. 180, sellers
Dairy Farm	Ths. 50	Ths. 17, sellers
Docks and Wharves		
Farnham, B. & Co.	Ths. 100	Ths. 160, buyers
H. & K. What & G.	\$50	\$103, buyers
H. & W. Dock	\$50	\$202, sellers
New Anony Dock	\$43	\$20, sellers
S'hai & H. Wharf	Ths. 100	Ths. 187.
Fenwick & Co., Geo.	\$25	\$33, buyers
G. Island Cement	\$10	\$24 1/2, sales & sel.
Hongkong & C. Gas.	\$10	\$160, buyers
Hongkong Electric	\$10	\$173, buyers
Do. New	\$5	\$113, sales & buy.
H. H. L. Transways	\$100	\$274, buyers
Hongkong Hotel Co.	\$25	\$86, sellers
Hongkong Ice Co.	\$25	\$224.
Hongkong Ropeway Co.	\$50	\$152.
H'kong S. Waterboat	\$10	\$174, sellers
Insurance—		
Conton	\$50	\$320, buyers
China Fire	\$20	\$86, buyers
China Traders	\$25	\$84, buyers
Hongkong Fire	\$50	\$300, sales
North China	25	Ths. 52.
Union	\$100	\$95, sellers
Yangtze	\$60	\$160.
Land and Building		
Hongkong Land Inv.	\$102	\$12 1/2, sellers
Humphrey's Estate	\$10	\$13, sales & sellers
Do. New	\$10	\$40, sellers
Kowloon Land & B.	\$80	\$120, buyers
Shanghai Land	Ths. 100	Ths. 120, buyers
West Point Building	\$50	\$55, sellers
Mining—		
Charbonnages	Frs. 250	\$490.
Raubs	18/10	\$84, sellers
Philippine Co.	\$10	\$94, sellers
Refineries—		
China Sugar	\$100	\$221.
Lauz Sugar	\$100	\$20, buyers
Steamship Companies		
China and Manha	\$25	\$211, sellers
Douglas Steamship	\$85	\$85, buyers
H. Caution & M.	\$15	\$27, sellers
Indo-China S. N. Co.	\$20	\$110, sellers
Shell Transport Co.	\$20	\$28 1/2, cd., sales & sel.
Do. Preference	\$20	48 1/2, cd., sel.
Star Ferry	\$5	\$27, ex div.
Do. New	\$5	\$27, ex div.
Shanghai & B. Dyeing	\$25	\$22, sellers
South China M. Post	\$25	\$88, buyers
Steam Laundry Co.	\$5	\$71, sales
Do.		
Stores & Dispensaries		
Campbell, M. & Co.	\$10	\$36.
Powell & Co., Wm.	\$10	\$113, sellers
Watkins	\$10	\$88, sellers
United Asbestos	\$4	\$12.75, ex div. sel.
Do. Founders	\$10	\$9.50.
VERNON & SMITH, Brokers.		

HONGKONG TIME TABLE.

From 5th to the 11th June.

To correct Zone Time add 23 min. and 18 sec.

HONGKONG Mean Time.

Low Water.

HONGKONG Mean Time.

Height.

Height.

Height.

Height.